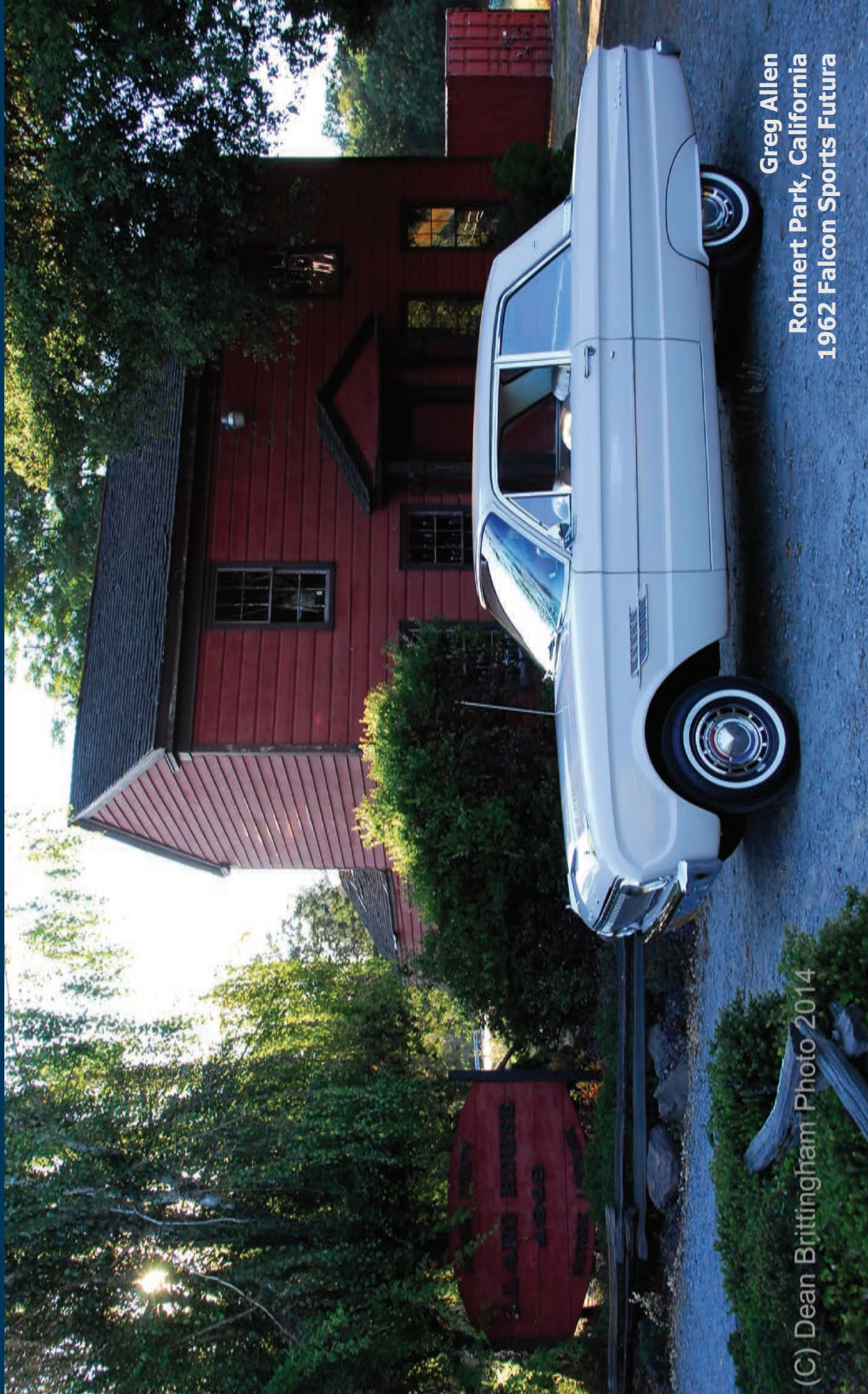


The National Falcon News

The Monthly Magazine of The Falcon Club of America

January 2015



(C) Dean Brittingham Photo 2014

Greg Allen
Rohnert Park, California
1962 Falcon Sports Futura

The National *Falcon* News

January 2015

COVER: GREG ALLEN'S 1962 SPORTS FUTURA

Greg Allen (FCA #14787) is a Wisconsin native who has resided in California for the last 22 years. His 1962 Sandshell 1962 Falcon Sports Futura was a mid-year model change. Its interior trim is Pearl and beige vinyl. This unrestored survivor was recently named Best of Class at the 2014 Pacific Regional.

Greg is a member of the FCA Sonoma Country Falcons for Fun Chapter. The cover photo taken at Llano House Antiques in Sebastopol, California. This structure was built in 1849 and is a Sonoma County Historical Landmark.



Do you think your Falcon should be on our *TNFN* cover?

Send a high resolution digital photo (300 dpi at 10 x 8 inches) to the Editor. Send multiple photos and stories on CD or DVD.

IN THIS ISSUE

Index of Advertisers.....	2
President's Message.....	3
Calendar of Events.....	3
Fleet with Falcons	4
Save the Date: 2015 Nationals	5
Classified Advertising & Guidelines	6
2014 FCA Pacific Regional	8
Reproduction Tachometer: Dick Harrington... 12	
Aussie Falcon History: Bill Honor	14
Birds of a Feather.....	19
Regularly Scheduled Chapter Meetings	23
FCA Membership Application.....	Jacket
FCA Great Plains Regional Registration....	Jacket
Falcon Club Officers.....	Inside Back Jacket

4 *Just Leaks*

8 *2014 Pacific Regional*



Index of Advertisers

Auto Krafters, Broadway, VA	8
Advertising Guidelines.....	6
Classified Advertising	6
Dennis Carpenter Reproduction, NC	4
Falcon Club Store.....	18
James Dottling's Falcon Connection, Tucson, AZ.....	24
J. C. Taylor Antique Auto Insurance, PA	11
Ecklers.....	13
Mac's Antique Auto Parts, NY	10
Melvin's Classic Ford Parts, GA.....	17
Obsolete Ford, Nashville, GA.....	5
Obsolete and Classic Auto Parts, OKC.....	16
Shine! On Me, CA.....	8

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



I'll bet you those Christmas Trees and assorted holiday decorations have been taken down and stored away. Or maybe we really meant to have done it. And those New Year's resolutions may have been nearly forgotten already. Hopefully you all had a great Christmas holiday season with family, friends and other

loved ones, and our Falcons count too. My sincerest wishes to all FCA members for the happiest of New Years too.

A large majority of us have tucked away our Falcons for the winter—except of course those pesky Coasters; you know who you are. I hope many of us will be able to get our major upgrades/overhauls or new project cars done during these winter months. Always be sure to "Work Safe" on these projects...wear protection gear and work with friends whenever possible. If you need some assistance, there's no reason not to ask another Falconer.

Hopefully all our members got to enjoy looking through the 2014 National photos in the December FCA newsletter. Maybe some of those will spark an idea of something special to upgrade on your own bird.

This time of year is also a good time to start thinking about parts you need or want and parts to take to a Regional or National swap meet? Maybe a little cleaning and organizing of your workshop is overdue as well? I know my shop is still awaiting more TLC since moving into it two years ago. Where does my time go? Many FCA chapters even schedule garage parties, work sessions, or both. These cannot only be fun but quite productive too. I know I usually am more motivated and focused on doing jobs like that when I have a little help from my friends.

Please check our FCA Club Store ads. The gals have a stock of shirts and hats to sell. Also, if you have suggestions or ideas for some items you would like to see available at the FCA store this year at the 2015 Nationals, please let Bonnie, Mary, or me know as soon as possible and it will be considered.

Speaking of the Nationals...I highly recommend that you start planning to attend the 2015 National in

Warwick, Rhode Island hosted by the Northeast Chapter. Early registration really helps the chapters holding these events. Remember to also get those hotel reservations soon too as even that helps impress the hotel with just how much business we bring.

I also want to make sure that you know that the Northland, Lake Michigan, and Raptor Chapters are close to finalizing hotel arrangements for the 2016 National Meet in the Wisconsin Dells area. We will publish more detailed info just as soon as things are finalized so you can start planning and saving for this event too.

Take care and remember to have a safe winter and fun working on projects as your local weather permits. Falcon On!

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

MARCH 27–28, 2015

**7th ANNUAL FCA SOUTHERN COAST REGIONAL
PENSACOLA, FLORIDA**

Hosted by Southern Coast Chapter FCA.

For more info visit falconclub.0catch.com.

APRIL 17–18, 2015

**GREAT PLAINS SPRING REGIONAL
WICHITA, KANSAS**

Hosted by Wheat State Chapter FCA.

Use form in this issue to register.

JULY 9–11, 2015

**NATIONAL CONVENTION
WARWICK, RHODE ISLAND**

Hosted by Northeast Chapter FCA.

For more info visit northeastchapter.com.

SEPTEMBER 11–12, 2015

**MASON DIXON REGIONAL
EDGEWOOD, MARYLAND**

Hosted by Mason Dixon Chapter FCA.

Ramada Inn Conference Center, Edgewood, Maryland.

**Are you hosting a Falcon event this year?
Send a notice to fca.editor@yahoo.com to
get the word out to FCA Members.**

This California Company is Fleet with Falcons

Just Leaks

Just Leaks Inc. is an industrial and commercial service company servicing the San Francisco Bay Area. They provide roof repair, maintenance, and replacement solutions that are tailored to the particular needs of each client. What is unique about this San Jose company is its service fleet of Falcon Rancheros. The following information from their website, justleaks.com/falcons.html describes how they use the Rancheros in their company's daily work.

"When we first started Just Leaks, Inc. in 1993, we wanted our trucks to say something about who we were and what we did. The Ford Falcon Ranchero was developed by Ford as basic economy truck that got good gas mileage, was easy to maintain, and still had some style. Since our focus as a service company is to maintain roofs rather than replace them— we felt that using old but well maintained trucks would demonstrate our philosophy. We also wanted to stick to an American made product.

As of 2011 we had eight of the Ford Falcons including one that we are converting into an electric drive. We now only use these classics for light duty work and inspections. The flagship of our fleet is Scott's Falcon



Restore YOUR Ford

1932-96 Pickup
1932-72 Car

FORD RESTORATION PARTS
DENNIS CARPENTER
 SINCE 1970

FLAT RATE SHIPPING
\$9.99
\$14.99

\$99.00 Purchase or Less ships \$9.99 | \$100.00 or More Purchase ships \$14.99

Restores Suspension Stability  Upper Control Arm Shaft Kit Fits 1961-65 Falcon. LH or RH C3DZ-3047-A. \$30.00 each	Restores Steering Column To Like New Appearance  Steering Wheel. Original 17" dia. (black only) Fits 1960-63 Falcons C3DZ-3600-A. \$225.00 each	Restores Door Lock Security  Matched Pair Door Lock Cylinders with Key Fits 1960-63 Falcon B7A-7021984-PR \$40.00 pair	Restores Weather Resistance   Door Seal Set. Does Both Doors Fits 1963-65 Falcon 2 dr hardtop or convertible. C3DZ-7620530-PR \$100.00 set
---	--	--	---

FREE catalogs →  → **ORDER PARTS** → **1-800-476-9653** → **WWW.dennis-carpenter.com**

1932-1948 Ford Car / Merc
 1949-1951 Ford Car / Merc
 1952-1959 Ford /Edsel / Merc
 1955-1979 Thunderbird
 Parts Assistance 704.786.8139

1960-1972 Galaxie /LTD
 1960-72 Falcon / Fairlane
 includes 1960-70 Comet
 1960-79 Ranchero / 1968-71 Torino

1932-1947 Ford Pickup
 1948-1956 Ford Pickup
 1957-1966 Ford Pickup
 1967-1979 Ford Pickup

1980-1996 Ford Pickup
 1966-1996 Ford Bronco
 1939-1964 Ford Tractor
 1936-1965 Cushman Scooter

4140 Concord Parkway S., Concord, NC 28027



Sedan Delivery that is used for inspections. There were only a few hundred of these wagons produced.

We have had to augment our Falcons with heavy duty service vans to do the jobs that are not appropriate for the small Rancheros. We use Ford's F250 and F350 Service Vans. These basic but good quality American made trucks have become our primary work horses. The crews very much appreciate the air conditioning that is not available in the Falcons!

We will continue to maintain and refurbish our Falcon fleet as our symbol of our commitment to our 'Maintenance Preserves' philosophy."

1960-1970 FALCON

Contact us for your Falcon parts.

We stock ornaments, rubber weather-strips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.



311 EAST WASHINGTON AVE.
P.O. BOX 787
NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470 Fax: 229-686-7125

obsoletereliableparts.com

SAVE THE DATE! 2015 Nationals

JULY 2015

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

January Update

It is now 2015 and we've been working hard to get things set up for the National Show in Warwick, Rhode Island, July 9–11, 2015. The price of the hotel is \$119 per night which includes a full breakfast each morning. When making your reservations please be sure to mention the Falcon Club, Group Code FBF, whether you are registering by phone or online. If you don't use this code the hotel shows no rooms are available. I would suggest making your reservations soon. I know we have had many registrations come in already.

A trip to Factory Five Racing in Massachusetts on Thursday morning, July 9th is planned. We will also be holding our Ladies "Tea By The Sea" on Thursday afternoon; the cost is \$20 per person. Checks made payable to Northeast FCA, can be mailed to Cristine Bowes, 245 South Main St., Coventry, Rhode Island 02816.

We also have planned a bus trip to Newport, Rhode Island and a visit to The Breakers Mansion on Friday morning. The cost of the Newport trip is \$30 for adults and \$20 for children. This fee includes a tour of Newport, admission to the Mansion and the cost of the bus. On Friday afternoon there will be a bus tour to and wine tasting at Jonathan Edwards Winery in North Stonington, Connecticut. The cost for the winery, including the bus, is \$25 per person. Checks, also payable to Northeast FCA, for the Newport Trip and/or the Winery Tour can be mailed to Denise Warburton, 740 Tunk Hill Road, Hope, Rhode Island 02831.

Plan to join the cruise to a local beach on Thursday night and pizza party and ice cream social on Friday night. We are doing our best to make sure you have a good time while you are here. Come early, visit Rhode Island and the neighboring states and make a vacation to remember. Be sure to check out our website, NortheastChapter.com for updates.

—Cris and Rick Bowes (FCA #4269)
Coventry, Rhode Island

Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. **Photos may be emailed and payment mailed to the address above.** Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1961 Falcon sedan delivery project car. No engine or transmission. New and extra parts. Rust in front floor and in quarter panels behind rear wheels. 1961 two door wagon parts car with engine, standard transmission and more. \$3900 for all. Stan, 918-381-7826 or stanhenton@cablone.net. OK.



1961 Ford Falcon Coupe, new rebuilt motor 200CI and transmission, rusted floor and body all repaired. New carburetor, gas tank, steering, brakes, starter and many more to list, needs paint and upholstery. Have all receipts, pictures and warranty. Call Camran 208-762-9079 or camran.nassiri@gmail.com. \$3500 OBO. ID.



1961 Falcon station wagon, 144 CID six-cylinder, three-speed, white. Rebuilt engine, new clutch. Car is in original condition, not modified. Runs but needs restoration. Great winter project. \$2100 OBO. Jeff Barna, 413-374-9733 or jeffbarna@yahoo.com. MA.

1961 Falcon four door with 24,000 original miles. A 95% nice original survivor, 144 CID, Fordomatic from Georgia, complete with original Firestone "Gum Dipped" spare tire and "Pure Oil" 1963 oil change sticker. Original Starlight Blue paint except right fender was replaced

and repainted. Rust free. Starts, runs, stops great, drive anywhere. Detailed pictures and information upon request. \$4600. Mike, 414-690-2748 or mike9310alloy@sbcglobal.net. WI.

1962 Falcon Sedan Delivery, burgundy, 200 six cylinder four speed. Runs good, looks good and has a back seat and sun roof. Four lug Cragars, \$8500. Email Toby@twconst76@gmail.com. IN.

1963 Futura two-door hardtop. 260 automatic with 35,500 original miles. Looks and runs great. Same owner 17 years. Asking \$10,500. Contact Stew, 860-859-2687 or shbarnes@snet.net. CT.



1963 Falcon Futura convertible restored to excellent condition. New paint, top, radiator, radio, Coker tires. Excellent glass, trim and chrome. Rebuilt six cylinder, 200 CI motor with 25,000 miles. Fordomatic two-speed transmission. Asking \$17,500. Email lawler.d@comcast.net or call 609-653-6987. NJ.

1963½ Ford Falcon Futura. Sitting outdoors for 25 years. Roof, trunk, glass, doors in good condition. Many other parts inside and out. First \$1500 can tow it away. Photos available. Contact Chris at chris14ono@verizon. Northern NJ.

1964 Falcon Sprint Convertible. Totally rust free California Black Plate car. Rebuilt 260 with less than 500 miles. Auto, power steering, power top. Added air conditioning, dual exhaust and four bbl. Autolite carb. Has been repainted once. Interior presentable. Everything works except radio. Pictures upon request. Asking \$20,000.00. Contact Matt, 609-420-3066 or mhanniganjr@gmail.com. FL.

1965 Falcon Futura station wagon with 289 V8, automatic. Daily summer driver or restore; needs work. \$2900 OBO. André Quetel, 802-377-7422. VT.

1965 Falcon Sedan Delivery, \$4000. 1965 Falcon Futura HT, \$1200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7500. Call Don Branson, 636-228-4501 or email dbranson@mail.win.org. MO.

FALCONS WANTED

1963 Falcon Sprint Hardtop, very clean original or ground up restoration to original. Please no rust or repaired rust, never wrecked, and no history of other major damage. Call Duane, 281-213-9754 or email degme@comcast.net. TX.

1965 Falcon Station Wagon, four door, V8, excellent restored or original condition, rust free. Jim, 970-266-0888 or jamesdizerega@comcast.net. CO.

PARTS FOR SALE

196 427 heads C3AE-D, date codes 3-A-29, 3-B-11, cleaned and "maged," \$750. 1964 driver side fender. Rust and dent free, \$275. Six cylinder Dagenham four speed transmission, bell housing and shifter, \$500. John Simone, 413-527-8502. MA.

1965 Ford Ranchero parts with prices ranging from \$10 to \$150. Call with what you need. Mike 573-735-4355 or mikehays50@gmail.com. MO.

1960 NOS Ford Falcon grille, \$199. 1962-63 NOS Cowl top, \$199. 1963-65 NOS grilles and headlight assembly, \$1600. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964-65 Falcon/Comet hardtop, Ranchero, wagon, gold carpets, front and back, \$99. 1964-65 Falcon taillight buckets, good condition, \$45. 1963 Sprint back panel trim, \$75. 1964 Futura back panel, \$75. 1963 Falcon front fender spears, good condition, \$100. 1963 Falcon fender

top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 Falcon Sprint eight inch rear end, complete with E-brake cable, \$400. 1963 Futura glove box door, \$65. 1964-65 glove box door, \$50. 1963-65 Falcon/Comet four speed shifter, \$195. 1963-65 Falcon/Comet four speed tunnel, \$199. 1964-65 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$299. 1963 Falcon hood ornament, \$155. Ford 3x2 set up, 390/427/428, \$2400. More NOS and used Falcon parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

Global West tubular upper and lower control arms. Lower arms are part #MNR-46. Upper control arms are TBF-5 Control arms fit 1962-65 Falcon, 1964-66 Mustang, 1962-65 Comet. New upper arms; lower arms are used with 50 miles only then removed. \$750 total. Call Ken at 586-322-6236, or email kanddnoland@wowway.com. MI.

1966-70 trunk lock with new Falcon script keys; 1964-65 trunk lock with w/key, nice chrome on all, \$125 each. Good used door locks with new keys 1960-63 sedans, \$75 a pair; 1963 convertible/hardtop door locks, new keys, correct linkage, \$150 per set; five bolt 13" wheels, \$50 each, set of five for \$200; 13" wire spinner hubcaps #1-4 condition, \$110-\$550 per set. Six cylinder dipsticks, \$20 each; 1964 Ranchero single side trim set, \$595; six cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2DE, C3DE, \$95 each. 1961 grilles, under \$400. Remanufactured generators for 260 V8, \$195 each. Good tested, used six cylinder generators, \$85 each. Heater boxes, no cracks, \$100. Heater motors, used, \$50 each, tested. Blank shift collars, \$80 each. We have a 30+ year collection of Falcon/Comet parts, please call/email Lenny with your needs, 970-593-1964, lenkellogg@lpbroadband.net or visit us at kelloggsgarage.com. CO.

—Continued on page 10

AM / FM RADIOS & 12-DISC CD CHANGER

Keep the classic look of your dash, but enjoy the best sound of today's modern electronics with radios from Custom Autosound®. They offer a wide variety of radios to complement your classic Falcon. You can upgrade your system with a 6-disc CD changer as well. Call for more information or check online at www.AutoKrafters.com



RAD2CRC shown

Prices Start at **\$199.95**
each



CDCHANGER6

\$269.95
each

IN-DASH RADIO SPEAKERS



Get stereo sound from factory mono speaker locations. Pre-wired to plug instantly into Custom Autosound's radios.

'66 – '68 with standard interior
4 1/4" x 10"
1001FA

\$39.95
each



Dual Voice Coil Speakers give the best quality sound possible for your original mono speaker location.

'60 – '65 with standard interior
5" x 7"
3003MU

\$59.95
each

3001FA

'66 – '70 with standard interior
4" x 10"
3001FA

\$59.95
each



PO BOX 1100FA
New Market, VA 22844
1-800-228-7346
www.autokrafters.com

© Copyright 2014 Auto Krafters, Inc. All rights reserved. Prices subject to change without notice. Prices do not include shipping and handling.

Visit falconclub.com
for event information, technical
articles and much, much more.

2014 FCA Pacific Regional

The Golden Gate Chapter hosted the 2014 FCA Pacific Regional Event in Redwood City, California October 10–11, 2014. The Golden Gate Chapter is congratulated for hosting a wonderful event in beautiful downtown Redwood City, located about 20 miles south of San Francisco.

The event was kicked off on Friday, October 10th with a Friday Night Cruise from Redwood City to the coastal city of Pacifica. About 25 Falcons cruised up the Pacific Highway to have dinner at the Surf Spot restaurant in Pacifica. The October weather was wonderful! Most of the group had dinner and enjoyed the sunset on the restaurant's patio.

The show started early Saturday morning on Main Street in Redwood City. Main Street was closed to traffic except for Falcons—and a few Comets. It was a great setting for a car show and Ralph and Teresa Garcia's Sewing and Vacuum Center located on Main Street was the Registration/Hospitality Center. The City of Redwood City and the business owners on Main Street showed tremendous financial and logistical support for the show. Two rock bands were hired and provided musical entertainment during the show. Most of the businesses along Main Street opened their doors to show participants and the general public that came to see the show.

Approximately 60 cars were entered in the Regional. The weather was perfect and a good time was had by all who attended. After the show, an Awards Banquet was held at the Holiday Inn Express in nearby San Mateo. On Sunday morning, a group of show-goers met at Angelica's Restaurant on Main Street in Redwood City to have breakfast together and say their goodbyes.

This was the first Regional held on a public street in the 24 year history of FCA Falcon events held on the west coast. The Golden Gate Chapter members are congratulated for a job well done, along with some members from other chapters who provided vital support to this endeavor. Overall, it was an excellent Regional...and some say the "best ever!"

—Al Aiello, Pacific Regional Director (FCA #2502)
Photos by Tom Bigelow (FCA #12234)

shine
on me
Automotive Trim Restoration
www.shineonmetrim.com

- Aluminum
- Stainless
- Chrome
- Plastic

Specializing in Ford Falcon Trim Restoration

Norm Huie
Phone: (949) 498-8974



Classified Advertising

—Continued from page 7

1965 parts removed from six cylinder sedan with 87,000 miles. 200 CI motor and automatic transmission, \$800. Power steering system, \$350. Drive shaft, \$140. Complete rear end, \$250. Four rims, \$160. Motor mounts, \$60. Transmission crossmember, \$40. Also have a V8 power steering center link, \$150. Photos of these parts and video of running motor available. Frank Gallucci, fcgallucci@verizon.net, PA.

Fordomatic two-speed rebuilding kits with gaskets, o-rings, lip seals, bronze friction and steel clutches, sealing rings, front and rear seal, \$145 to \$165. Specify engine size and year. Bands \$55 each exchange plus \$25 core charge each, adjustable modulator \$20. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 781-449-2065 anytime or autotran.us. MA.

Vinyl sun visors. One black pair out of 1964 Sprint and one white pair out of 1965 Ranchero. Black visors were repainted. \$18/pair. Steve Tontz, 562-595-1876, SteveWT324@aol.com. CA.

New 1965 Falcon rear trunk trim. Billet aluminum and triple plated just like original in every way. Very limited number of these, \$795 with detailed letters and surround; \$695 without. \$40 to ship to lower 48 states. Todd, 704-502-9341 or toddsclocks@earthlink.net. NC.

1960 Ranchero F-2 torque convertor, \$100 + shipping. 1960 Ranchero F-2 transmission \$100 plus shipping. Merle Marti, mmartin55@hawaii.rr.com or 808-939-7069. HI.

1970 302 heads, cast #DOOE, dates 9L18 & 9J9, one pair, \$100. 1995 351W heads, cast # E7TE, dates 5B15 & 5B17 also 4K22 and 4L12, each pair, \$100. NOS rear brake drum, part #CODZ-

1126-B, \$80. NOS road draft tube, part #CODE-6758-A, \$15. NOS taillight lens, part #CODF-13450-A, \$30. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

Large 35 year collection of good used parts for 1960-69. Hoods, \$75-\$110. Doors, \$50-\$75. Chrome moldings, \$5-\$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org. MO.

PARTS WANTED

1964 Falcon four door sedan parts wanted: front windshield trim, lower; clean trunk lid. Contact me at tmooney@charlesindustries.com or 919-696-8953. IL.

FREE!

1960-70
Ford
Falcon

OVER
7,600
PARTS!

1960-70 Ford Falcon & Mercury Comet Parts Catalog!

Easy Online Ordering
Sign-Up For Email Deals:
• Free Shipping • 5%-15% Off Orders
• Product Sales Each Month
ALSO, WEB Only Specials!



ANTIQUE AUTO PARTS
Parts for Falcons/Comets



- Body & Sheet Metal
- Doors & Parts
- Brake Parts
- Seat Covers
- Electrical & Wiring
- Engines
- Carb & Fuel Systems



Use Code: FNR30 - Ford Falcon/Comet ('60-70)
*(\$5.00 each for international postage)

Your One Stop Source For Quality Parts and
Accessories for your 1909-70's Ford & Mercury

877-230-9670

MacsAutoParts.com/fn

1966–1969 Falcon hood for my 1967 wagon. Stan Henton, 918-381-7826 or stanhenton@cableone.net. OK.

WANTED: 1965 Falcon Sprint fender emblems. Please call 610-746-3056 or email muddahfadduh@gmail.com. PA.

Driver's door for a 1964 Falcon Sprint or a Futura Hardtop, rust and dent free if possible. Robert Storey, 803-513-0021 or rlstorey71@yahoo.com. SC.

WANTED: 289 Hi Po San Jose built four speed radiator, Top tank is stamped:
C4ZE W-MO
G2 2-65

3939-S fuel pump. I am looking for February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

WANTED: 1968–1970 Falcon dash pad. Looking for an excellent pad with no visible issues for my 1970 complete nut and bolt rebuild. Otto Feiler, 303-369-9641 or otto@70falcon.com. TX.

Looking for a factory trailer hitch for a 1964 Ford Falcon Futura convertible. Please contact Bob Lamphier, 505-250-9384 or rshipfaced23@yahoo.com. NM.

PASSWORD

Access the technical articles on the FCA website with this password: FCAMemberIGS.

WHERE'S MY AD?

Please resubmit your classified ad each month you would like it to run. Deadline for Classified Advertising is the 20th of the month two months before publication date (November 20 for January issue). Please email your ad if possible and use correct spelling, grammar and punctuation. In your "For Sale" ads, don't forget to include the price.

INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

EXCELLENT CUSTOMER SERVICE

AGREED VALUE COVERAGE

EASE OF DOING BUSINESS



DRIVE THROUGH TIME WITH PEACE OF MIND™



WWW.JCTAYLOR.COM
1-888-ANTIQUE



facebook.com/jctaylorinsurance

Reproduction Sprint Tachometer

By Dick Harrington

Every time you get a new car parts catalogue from your vendor of choice you probably wince at the cost of reproduction parts. Most of us have limited budgets and old car parts tend to be expensive. The 1963–64 Ford Falcon Sprint Tachometer is one of the holy grails of Falcon parts. Prices of an NOS Sprint tach have reached four figures and a good used one is going to cost several hundred dollars. Every swap meet brings the dream of finding a Sprint tach where the owner has no idea of the value. I haven't see that happen yet. Even if you find a good deal on a Sprint tach, chances are it will not work or it is need of a complete restoration and another couple hundred bucks. An original Sprint tach will also not work with an electronic ignition replacement module—used to replace the ignition points.

Let's Make a New Tach

Trevor Berge, the original owner of Dearborn Classics decided to reproduce the Sprint tach. After collecting a few examples of original tachs a search for someone to make reproductions was on. Of course getting Fords permission was also required. Trevor got lucky and found a company that could do the work. A prototype was manufactured and it looked pretty good so a production run was committed to. Unfortunately, the tach looked good but the failure rate was high. Additionally there were complaints that the lighting was not the same as on the original. Many were returned for replacements or refund. The tach manufacturer went out of business at about the same time so Dearborn Classics year-end profits took a serious hit. Trevor was one who did not give up easy so another search for a manufacturer began. This time Trevor had a prototype made and sent it to a Falcon owner for testing. The second generation tach functioned, but not well enough to start production. The tach needle was not steady and the lighting was still iffy. As these issues were being addressed, Trevor sold the business to Ecklers.

The cost of reproducing antique car parts is expensive. In a recent visit to Dearborn Classics an opportunity was arranged to see what goes on behind closed doors. Ecklers



An original Sprint tachometer. It does not work above 2000 RPM.

inherited a functioning reproduction tach that was ready to be placed into production. Unfortunately, the company that was going to produce version two was no longer interested. So Ecklers began a search for a manufacturer. Ecklers is a significantly larger company than the original Dearborn Classics which means they have more resources from which to draw. They could not find a company to manufacture the complete tach so they decided to subcontract the production to several different manufacturers.

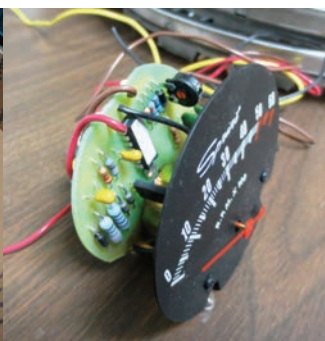
The tach case and mounting brackets are cast by one company and then sent to another company for powder coating. The bezel is cast by another company and then sent on to another for chrome plating. The electronics have their own manufacturer, the glass and silk screen are from another manufacturer, the tach face with silk screening another. And still another produces the stainless steel trim plate on the back side of the tach housing. Each of these components are then sent to Ecklers for hand assembly.

The new reproductions have the bugs worked out; they will work with the original points ignition systems or modern electronic upgrades.

—Continued on page 16



Boxes containing Sprint tachometer parts and the new electronics.



Original Style 14" Wire Wheel Covers!



- Exclusive Reproductions of Hard-to-Find Original Style Wheel Covers for Mustang, Fairlane, Galaxie, Falcon and Ranchero Applications.
- Stainless Steel (Not Plastic)
- Replacement For Ford Number C4AZ-1130
- Includes Wheel Covers, Spinners, Emblems, Gaskets, & Screws



41-94110-1	Set Of 4 With Spinners & Emblems	\$549.95 405.95 set
41-93959-1	Set Of 4 Without Spinners & Emblems	369.95 set
41-71941-1	Single Without Spinners & Emblems	109.95 ea.



1963/65 Sprint Dash Tachometer

- Very Limited Supply • Reproduction Of Original • Up-Graded LED Lights
- Tach Filter Is Not Included & Must Be Ordered Seperate. See Part Number 63-30000
- For 1963 Use Mounting Plate Part Number 63-11873

41-74727-1 63/65 Sprint Dash Tachometer 399.99 ea.



Visit MacsAutoParts.com or Call 877-309-9734
Visit DearbornClassics.com or Call 877-470-1562





I Come From a

Australian national pride runs deep, right along with love for the Falcon. Australia's love for the Falcon can be compared to America's fascination with the Mustang with its vast support network of national magazines and parts suppliers. In Australia the opposite is found; you can find numerous Falcon articles written and many spare dealers, or as we know them, parts suppliers. There are many similarities when talking "Falcons," but a few differences exist in terminology. For example, the fuel we call gasoline is petrol and when they say a car runs on gas, it means compressed LP gas. And of course don't forget you must always check under the bonnet.

Aussie Ford Falcon: The First 25 Years

When you look at the early 1960 Australian Falcons, you will notice little difference from the American Falcons. But when you hop in their car, you will have to open the right hand door and get behind the right hand steering wheel to drive. Unlike most American models, four-door models are much more common in Australia.

Ford Australia had been importing the "Blue Oval" product into the country for several years with its main competition the GM-partnered Holden motor company.

The events that led to the Aussie Falcon's beginnings can be traced back to 1955 when Australian Ford executive Charles Smith, managing director, began a search for a new assembly plant. What was scheduled to be built there was an Aussie version of the English Ford called the Zephyr. A site in Broadmeadows was purchased in 1958 then a strange turn of events happened. Mr. Smith and his colleague Brian Ingilis, production manager, were visiting Ford's home office in the U.S. in July 1958 and looking at the new toolings for the Zephyr. The U.S. Ford executives asked if they would both like to see the new car called the Ford Falcon that was going to be introduced for the 1960 model year. After taking a long look at the Falcon's design, the new modern styling, they immediately dropped plans to build the Zephyr. The Falcon was newer, better looking, lighter and would cost less to build. Plans were made to introduce this new

economy classic to Australia. The Broadmeadows plant was built to make the cars and another plant in Geelong was remodeled to make the new Falcon's engine.

Suppliers were contracted to make parts for the car all over Australia and, by June 1960, the first pre-production prototypes were ready and in production for a September release date. The initial reaction by the public was fantastic; they took to the new economy champ in a big way. The dealers was overwhelmed by orders for the new car. Ford's market share was 14 percent in 1959 and jumped to 15.5 percent in 1960 and then close to 20 percent in 1961.

The first model Falcon made was called the XK. The 1960 XK had a 144 six cylinder engine with a 90 horsepower output. Detractors said the steering was light and indirect, the clutch had problems and there were poor finish and durability concerns. The XK was carried over to the 1961 model year but was upgraded with a 170 Pursuit engine with 101 horsepower rating. During these early years 68,465 XK Falcons were sold.

In August 1962 the XL model was introduced with a few changes in the outside appearance. It was now sporting a new protruding grille with recessed headlight which gave it a more modern look with new turn signals built into the chrome front bumper. The biggest problem for the XK models was the rough roads of Australia and the suspension had to be beefed up to overcome the wear and tear they were experiencing. Unfortunately it was not enough and other changes had to be made—new gear box, carburetor, clutch and gear change. The XL was also the first Australian car to offer front seat belt mounts and a safety padded dash.

The faux wood Squire Wagon was introduced in 1963 with the XL model and the Futura model was offered for the first time. The Futura had American interiors and American exterior trim. Australians insist the Futura was released one month before the American release. The cars were offered in Raven Black, Merino White, Woomera Red and Gray.

The XL Falcon was the first Falcon to win a major race in Australia and the country's Falcon racing began. The car was driven by Bob Jane and Harry Firth. The event took



Falcon XK Model



Falcon XK

Land Down Under

By Bill Honor



Falcon Squire Wagon XL

place on October 21, 1962 on Philip Island in Victoria at The Armstrong 500—later to be renamed the prestigious Australian Race Grounds of Bathurst, NSW. The Falcons finished first, second, third and fourth. They reached a recorded speed of 102 mph with the nearest Holden 21 miles behind in the race.

The XL was in production for 18 months and hit a sales total of 75,765 units. The new XM models came in February 1964. The front of the car was heavily modified with a new thick chrome grille with square mounting surrounding the round head lights. The big change in this model was the introduction of a two door coupe hardtop. The XM also got the new Super Pursuit engine with 121 horsepower—the first model where the front suspension problems were finally solved. The XM had a short production life of 12 months and only 47,110 units were sold.

The XP model arrived with a very large promotional campaign and was introduced to the public in March 1965. In April, Ford took five new Falcons—four sedans and one hard top—on a much advertised seven-day drive. The test was performed at Ford's rugged testing facility You Yang Range in Victoria. With short straightaways, tight turns and one and four gradient with a reverse camper corner at the top, this wasn't an easy ride by any means. The cars were driven an average of 70 mph for seven days. The Falcons completed the tasks six hours ahead of schedule. There were worn tires and crashes but all-in-all the cars performed amazingly well.

New styling, great performance and an aggressive sales campaign put the cars in many police fleets and business fleets. The car sold an impressive 71,000 units in 19 months. Then to top it all off the XP won the prestigious Wheels Car



Ford XP Falcon Sedan. Photo: Wikipedia

of the Year Award and things were looking up for Falcon. The public's love affair with the Falcons was starting to bloom.

Ford was ready to introduce a whole new

Falcon experience on its public when the XR was about to be released from its perch. The XR, which to us looks like a 1966 American Falcon in its styling, showed many distinct differences. The car was compared to the Mustang with its Coke bottle shape and styling. The engine it offered was a 289 cubic inch V8. In 1967 Ford announced it was now offering a GT version of the XR that was powered by a high performance version the 289 V8 and coupled by a four speed manual gear box. Australia had now entered the era of the muscle car with the entrance of the Falcon GT. The GT was offered in only one color—gold. It offered another first for an Australian car; it had 11 inch disc brakes on the front. Once again Falcon won the 1966 Wheels Car of the Year Award.

It was soon put to the test at the Bathurst 500 by Harry Firth and Fred Gibson and they finished first. Ford Falcon was the car to own in 1967. Sales records for the XR were an impressive 87,280 units and 596 were the now-famous GTs.

In 1968 came the XT Falcon which was very similar in appearance with a few cosmetic and performance changes. The 289 engine was replaced with the 230 horsepower Windsor 302 V8. The six cylinder versions were also improved with a 188 cubic inch with 114 horsepower and a 230 cubic inch with 135 horsepower. The XT was also a third-place finisher and a success in the London to Sydney Marathon of 1968. It also won the Rothmans 12 Hour endurance race at Surfers Paradise in 1969.

A GT version of the XT was offered but you could now choose from four colors: Zircon Green, Polar White, Candy Apple Red and GT Silver.

There were 1,415 GTs made out of a total production run of 74,394 XTs.

In June of 1969 Australia was about ready for Ford to release an Aussie icon. The Ford chief performance

engineers had been working on an even a better race car—the XW. The car had GTHO—Handling Option—and was now wearing the legendary Super Roo decal. The car looked quite different from the XT, with its new grille hood. The 351 could be purchased from a dealer as an option and standard on GTHO models. The car had a right side hood scoop. The styling was distinctive with a bold stripe down the side with the Super Roo on it. This car came off the floor of the dealership costing a mere \$4500; recently one sold at Shannon's Auction for \$750,000. They were equipped with a front spoiler, rear sway bar, special 600 CFM four barrel



Ford XR Falcon GT. Photo: Wikipedia

—Continued on page 18

Reproduction Sprint Tachometer

—Continued from page 12



When I began writing this in the summer of 2010, I was awaiting one of the first tachs to test its function and reliability. The first tach off the line was not acceptable. The good news is, four years later a reproduction Sprint, Rotunda and Cyclone tachometer are now finally available. Eckler's tachs are now being manufactured by Classic Instruments. They are arriving at Eckler's in batches of twenty-five about every six to eight weeks. They sell out quickly, so place your order and be a little patient. You will be put on the waiting list and not charged until it is shipped—standard Eckler's policy.

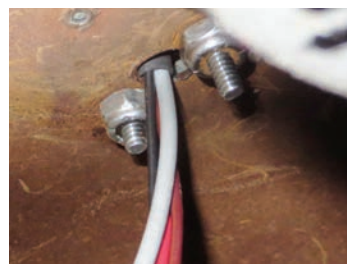
So the long wait is over and a new

tachometer can be sitting on your mid-sixties Ford or Mercury dash board. A tach that works correctly with original or updated ignition systems is finally available.

One of the new reproduction Sprint Tachometers was installed on my 1963 Sprint hardtop. It works! It is accurate! The lighting is awesome thanks to dimmable LED lamps. The ignition system in my Sprint is a stock distributor with a Pertronix II Igniter ignition module and a Pertronix coil. The original Sprint tach was useless with this ignition system. We now have a tach to shift gears by.

Installation

Installation is different than an original Sprint tach. The original tach was wired in series between the ignition switch and the coil. A bullet connector that is red with a green strip wire came off the ignition switch that feeds to the coil. At the bullet connector the wire color changed to pink—resistance wire which reduces voltage from 12 volt



Looking up at the underside of the dash. Heat shrink could have been a little longer.



Original tach wiring on right, reproduction tach wiring on left, wiring connectors by author.



Heat shrink tubing placed over wiring.



FREE Parts Catalog

Covering 1960-70
Ford Falcon/Comet

1-800-654-3247



Weatherstripping/Rubber
Interior/Upholstery
Mechanical/Engine/Trans
Sheet Metal/Body Parts
Literature/Decals
Chrome/Emblems/Mirrors
Electrical/Wiring
Brakes/Suspension
Aftermarket Parts Line



1000s of
items

**We stock & sell a complete
Inventory Line 1909-79 Ford Parts**

www.ClassicAutoParts.com

8701 S I-35 Oklahoma City, OK 73149
405-631-3933 * Fax 405-634-6815
Toll Free 1-800-654-3247

to 5± volt. To hook up the tach, you separated the bullet connector and plugged the tach into each end. This was a simple way to hook a tach up, but a failure in the tach could stop the engine, create misfires and mess with the electronics in the tach.

The reproduction tach hooks directly to the coil which eliminates that issue. So, you cannot take out the old tach and simply plug in the new one. The original tach had three wires, the new one has four wires.

Removing the old tach requires unplugging the tach feeds from the ignition switch bullet connectors. There are two plugs; unplug both and then reconnect the ignition switch to the resistance wire. There is also a wire that feeds the lamp in the tach that needs to be unplugged at the bullet connector.



The reproduction Sprint tachometer looks as good as a new original. It functions with electronic ignition and has awesome night time LED illumination.

Now for the fun part—unbolting the tach from the dash. On a 1963 you will need to get under the dash over the top of the radio. There are two options for doing this; remove the speaker and go at it from above or remove the radio and come up from below. Neither is easy. A 1964 is not as bad since it was attached to the speaker grille.

Installation of the tach is the reverse of removal, the reproduction tach mounts exactly as the original. Before installing the tach it is a good idea to use some heat shrink tubing on the wires where they exit the base of the case. The wires will be going through a metal hole and having a little insurance against a short is a good idea. The tach-supplied fasteners were a tad too large to fit the existing holes so use the original fasteners.

Wiring the New Tach

The reproduction tach has four wires: red positive 12 volt, black negative ground, yellow Instrument light and a brown coil wire. An ignition switched power source is required to power up the tach—center lug on rear of ignition switch. Connect the ground to a metal surface; the rear of the radio support brace works well. There is a triple female bullet near the cigarette lighter that can be used for light. The coil wire has to be fed into the engine bay and connected to the negative terminal of the coil.

Tach Filter

A tach filter is recommended with a late model high output ignition system. If you have an MSD system for instance, use a filter because it protects the tach from a surge or voltage spike.

—Dick Harrington (FCA #12563)
Titusville, Florida

Ford Falcons Featured

The 2012 movie “The Misadventures of the Dunderheads” starred Olympia Dukakis, Haley Joel Osment and Alison Brie, but the real star of the film was a 1963 four door Falcon. The Falcon is featured throughout the entire length of the film. Once it is revealed as a literal “barn-find.”

Bruce Stubblefield, Producer

In the official video “Goodbye Time,” country music star Blake Shelton drives a 1966 Ranchero with 1968 front end. Check it out on YouTube.

1964-73 MUSTANG	<p>Online Ordering Now Available!</p> <p>melvinsclassicfordparts.com</p>  <p>1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777</p>
1928-69 FORD CAR	
1960-70 FALCON	
1962-71 FAIRLANE/ TORINO	
1928-79 FORD TRUCK	
1955-66 THUNDERBIRD STREET ROD	

I Come From a Land Down Under

—Continued from page 15

carburetor, race camshaft, aluminum induction manifold, heavy duty tail shaft and a special 36 gallon gas tank. Wouldn't you like to fill that up today with these gas prices?

The XW GTHOs won the Datsun Three Hour Event at Sundown with a one-two-three finish. The XW ended production in October 1970 at 99,953 vehicles with only 2,287 GT models.

In 1970 Ford was ready to introduce the ultimate Australian Falcon with the XY GTHO Falcon. The GTHO phase three was the worlds fastest production four door race car, and the Aussie press was ecstatic about the new car. The hood scoop was a shaker moved to the center of the car; the engine was improved, the speedometer ran way past the marked 140 miles per hour. Ford beefed up the brakes, the carburetor, added a rear wing and a much better



Falcon XT GT. Photo: commons.wikimedia.org

clutch. This car was built for speed, built to win, and win it did.

The car won Bathurst with Allan Moffat at the wheel, as well as the Australian Touring Car Championship and Manufacturers Championship in 1971. Production ended in January with 100,474 cars.

By now America was out of the Falcon business and it was time for Australian Ford to design their own unique Falcon. On a personal note, a few years back I was lucky enough to drive an Aussie XWGTHO and what a fine handling, fast car it is. I could go 60 mph in first gear. They are finely built machines indeed.

The first Australian design was the Ford Falcon XA, an all new looking car. I would describe it as a cross between a 1973 Mustang and a Torino, a sleek awesome car. Falcons were still very popular in police fleets as well as car rental companies.

In June 1972 came the introduction of the two door Falcon and the phase four Falcon, the ultimate race car. A four door XA was capable of speeds off the show room floor



Ford Falcon XW

—Continued on page 22

**Have you seen our new
Falcon Club Store
apparel and merchandise?**

Falconclub@aol.com

228-466-4349

No car or parts inquiries please.

Birds of a Feather

Words By James Stanford. Photos by Daniel Byrne

In 2013 Chuck Beason was approached by an editor for Wheels Magazine, an Australian publication. They were coming to Daytona Beach to do an article on the new Chevy SS that was being introduced just prior to the Daytona 500. Since the Falcon is still produced in Australia, they wanted to do an article on American Falcons while they were in the United States.

Meet Dick and Chuck. Two guys in their sixties, they're just crazy about Falcons. But don't expect them to be among the final believers laying down money on the Australian Falcon as it rolls slowly towards the big showroom in the sky. Why? Because they live in Florida...

Dick Harrington and Chuck Beason have already witnessed the death of a Falcon—the American Falcon that was killed off more than 40 years ago.

While the Australian Falcon started off the same as the US version in 1960, it has evolved with the automotive industry, taking on modern automotive inventions like fuel injection, overhead camshafts and airbags, the American Falcon remains frozen in time. The last was produced in 1970, a year after the Apollo 11 rocket blasted off from the Kennedy Space Centre, a 20-minute drive from where Dick and Chuck live, en route to Neil Armstrong's moon-walk.

In Dick and Chuck's minds, the real Falcon actually died four years earlier, when Ford moved it onto the larger Fairlane platform and killed off the coupe and ute to make room for a new nameplate. "When the Mustang came, that was it," Chuck says as he dips the clutch and nudges the gearshift of his '65 Sprint coupe before grabbing fourth. "The Falcon just died."

The 68-year-old has to speak up because the two-barrel, carburettor-fed V8 is emitting a fulsome burble that fills the cabin, thanks to a less restrictive exhaust he fitted for fun.

"There are so many Mustangs. I don't dislike them, but they're everywhere," Chuck says.

He cuts the engine on his driveway in the peaceful suburb of Titusville, which, like the rest of Florida, hosts a high percentage of retirees. There are two garages at his place, both are Falcon time capsules. The first houses a blue '65 convertible in a state of disrepair. Chuck says he will start restoring it after his next dose of chemotherapy for the cancer that has made it into his stomach. "It slows you down a bit," he says, like it's some kind of nagging cold.

The other garage is home to a coupe painted in Wimbledon White that Chuck bought new in 1965. It sits in an unofficial parts warehouse, heavily stocked with grilles, hubcaps, seat frames, a spare V8 engine and any reproduced spares he's been able to find at the Ford shows he attends every few months.

Chuck says keeping the Falcon he bought new was never part of the plan. He bought other, more modern cars, but just couldn't hand over that Falcon. "It was worth nothing," he says. "I'd go talk to a dealer about trading it in on a new car and they would offer me \$100 or \$200, so I thought I'd rather just let it sit in my garage."

It's worth a hell of a lot more now, but Chuck isn't about to let go of something he's had for more than half his life. "It's like my right arm now," he says.

As he plays with the gold Ford logo ring he wears in addition to his wedding ring, Chuck tells me he's also stashed a dilapidated two-door wagon around the corner at Dick's summer home.

His 64-year-old buddy lives in upstate New York for half the year before packing up and heading for the sun-drenched south each winter with his wife, three cats and her treasured collection of 175 African Violet pot plants. "It's the price I pay for escaping the cold," Dick says with a thin-lipped smile.

He hands me a key with worn edges that betray its age. I slide into the glowing red interior of his '63 convertible that's sitting in Chuck's driveway and twist the key in the barrel. The 4.2-litre V8 rumbles into life.

Dick is happy to let me drive, pleased to show off the distant relative results of his endless tinkering, which includes rebuilding many of the Falcon's original components. An engineering professor, he casts a critical mechanical gaze over the Falcon and its parts, but is also able to forgive.

It runs smoothly, lumbering along the street in no hurry. There is hardly any play in the steering, allowing it to sail straight. The gearshift linkage is clunky, requiring a show of force before yielding and changing cogs, but Dick accepts it as a part of the car's character.

—Continued on page 20

Birds of a Feather

—Continued from page 19

His immaculate Florida Falcon is the one he and his wife take to shows, the one he allows admiring strangers to sit in, but it's not his favourite. That would be a black '63 coupe that stays at home up north. It's not the actual car he bought in the mid-'60s after falling in love with the roofline (first featured on the larger Ford Galaxie) he spotted in a Motor Trend magazine that a classmate brought to school a few years earlier, but it's close. Dick sold that first Falcon to get into a '67 Mustang convertible.

"In 2001, I paid the last semester of college fees for my youngest kid and I said: 'I want a '63 Falcon.'" He found a V8 coupe, but also added a Ranchero ute from the same year, along with the convertible. "It all went back to that magazine," he says, searching for a way to explain a condition that has overcome him. "I didn't even come from a Ford family."

We pull over for a drink at a diner and I notice Dick wears Ford shoes, a Ford belt and a Ford jumper. Only his jeans and ancient sagging blue cotton hat, which his wife despises, are not officially licensed by Ford. I pull out my phone and call up a picture of my current-model XR6 Ute, painted a shade of purple that my wife describes as 'obnoxious'. It brings out a big smile and a nod.

Dick and Chuck are aware of the modern Australian Falcons and recently spent time scrolling through galleries from a Ford club day in Geelong, which they pronounce with a hard 'G', but they don't really connect with the newer Falcons. It must be like seeing photos of other people's kids on Facebook, they can be interesting, but they're not yours.

"Do you think the Falcon could work in America now?" I ask. Chuck mentions the Falcon club was on a cruise

in northern Florida and came across a right-hand-drive Falcon prototype covered in zebra tape a few years ago, but obviously nothing came of it. "Everybody talks about it and asks why they don't bring it here," Dick chips in, but he's far from convinced it would be a success. "Front-wheel-drive is a whole lot better for the winter; besides, we [the US] now have to meet fuel-economy requirements of 35 mpg by 2020 and that will mean the end of rear-drive." That would also spell the death of the Mustang as we know it, much to the horror of the faithful, but Dick sees such change as inevitable.

I ease out onto the road and accelerate with a mixture of enthusiasm and caution. Of course I want to hear the music of those eight cylinders at work, but I don't want to damage something so valuable to someone sitting right next to me.

After a few kilometres, with little effort, I turn the large steering wheel gently and we pull into the abandoned Space Shuttle Fuel and Convenience Store for a photo. A faded copy of The Trucker newspaper in a rack shows the shop closed a few months before the final US space shuttle mission shot into the sky nearby. Chuck misses sitting on a deckchair out the front of his house with a beer as the spacecraft thundered up into orbit.

"The Apollo rockets were especially loud," Chuck says. "They would really rattle the windows once they got to a certain height." The satellite-laden rockets that are still fired off every now and then aren't nearly as exciting. "Those days are gone," Chuck says. "Life goes on."

—Submitted by Dick Harrington (FCA #12563)
Titusville, Florida



The U.S. and Aussie Falcons didn't stay the same for long after 1960. Minimal local testing meant the XK was beset by quality issues, including structural problems and suspension failures. So Detroit paid for the You Yongs proving ground to enable local development work. The XP Falcon won Wheels' 1965 COTY, and editor Bill Tuckey wrote: "So much Australian work and know-how has been packed into it to make it competitive that it is now only distantly related to its American cousin."



WORDS JAMES STANFORD PHOTOS DANIEL BYRNE

Birds of a feather

Within sight of Cape Canaveral, two ageing Falcon fans throw open the doors to their uniquely Oz-affiliated time capsules



UNLIKE THE AUSTRALIAN FALCON, THE AMERICAN FALCON REMAINS FROZEN IN TIME



WE PULL OVER AND I NOTICE DICK WEARS FORD SHOES, A FORD BELT AND A FORD JUMPER



MEET THE GUYS: DICK, AT LEFT, OWNS HIS '63 CONVERTIBLE. CHUCK, AT RIGHT, OWNS HIS '65 COUPE

I Come From a Land Down Under

—Continued from page 18



Falcon XA



of 160 mph. Public opinion polls said it was dangerous and too fast and as a result, the end of a racing era came. The cars were unfairly called Super Killers and quickly put out to pasture.

Allan Moffat and Pete Geoghegan again won the prestigious Bathurst with a hardtop GT in 1973. Falcon had done it again. You couldn't buy the phase fours but you could buy the popular XA; 129,000 units were sold.

The new more exciting Ford Falcon XB followed the XA in September 1974 offering the same styling as the XA with more excepted taillights, sleeker look, and an egg crate grille. The XB Falcon still is the best selling Falcon made with its production of 34 months and sales of 211,971 units.

There is a DVD that features that newly styled 1974 Falcon called "Love the Beast," a great film about a man and his car from youth that he kept and raced.

The XC was the very last of the Coke bottle shaped Falcons. The front now sported rectangular headlights and a new looking dash cluster on the inside of the vehicle. The engines were changed with the six cylinders gaining cross flow heads of 3.3 and 4.1. The heads were necessary with the new emission regulations. With the XC came the end of the GT, due to all the bad publicity. The leftover GT extra 302s were thrown under the bonnet and the cars were painted white with blue stripes and called Cobra editions. 400 were made and snapped up by buyers and are very popular today by collectors.

In 1977 the Moffatt Ford dealer team gave Bathurst

the one-two punch and won with the XC Falcon. The XC came to an end in 1979 with 171,000 units built.

The 1979 XD Falcon entered with its new European influence. It had bold sharp corners and an all new look with its new plastic bumper bars and lightweight plastic petrol tank. After the car was in production a year, new alloy aluminum heads were added to the six cylinder line. With this innovation the fuel economy was improved and also the power. Dick Johnson took the car for a fantastic run at Bathurst but it was cut short by a rock accident in the race. Next year he made the win official at the Bathurst 1000.

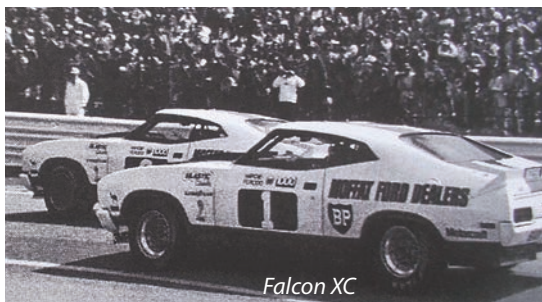
The XD ended its production run in 1982 and was replaced by the XE. The sales were brisk for the XD and XE and it took the top sales slot away from Holden. On the outside the XD and XE Falcon looked very much alike but under the bonnet the engines received the second generation alloy heads and Watts link rear suspension replaced the rear leaf springs. Power disc brakes, bucket seats, push button radio, and radial tires became standard on all models. The 3.3 engine was now available with a five-speed manual transmission. In 1983 electric fuel injection was introduced and V8s were dropped from the line in 1982. The electronic fuel injection offered the same performance as the V8 with a great savings in fuel. 197,293 XDs were sold and 191,209 XEs.

The first 25 years of Falcon history in Australia is in the books. During that 25 years more than a million and a half Falcons were produced by Ford of Australia and still have a very loyal following.

—Bill Honor (FCA #6393)
Ft. Wayne, Indiana



Falcon XC



Falcon XC



Falcon XC Cobra

FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun. monthly
Pig Stand, 1508 Bdwy.
San Antonio, TX
210-626-2050

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford
460 E. Auto Center Dr.
Mesa, AZ
480-888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Mar., June,
Sept., Dec. 4:00 PM
Mark's Feed Store
10316 Dixie Hwy.
Valley Station, KY
502-290-8716

Blue Ridge Chapter South Carolina

3rd Sun. monthly
Greer, SC
864-879-1060

Capital City Chapter Austin, TX

3rd Sat. monthly
4:00 PM
512-670-0544

Carolinas Chapter Charlotte, NC

1st Mon. 7:00 PM
Holiday Inn Express
2491 Wonder Dr.
Exit 60: I-85
Kannapolis, NC
704-736-1920

Central California Falcons Bakersfield, CA

1st Tue. 7:00 PM
Rosemary's Creamery
F St.
661-587-5839

Columbia River Chapter Vancouver, WA

1st Thurs. monthly
7:30 PM, Mar.–Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
360-225-7403

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat. monthly
501-605-1370

Gateway Chapter St. Louis, MO

4th Sun. monthly
636-677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat. odd months
408-293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun. even months
Panera Bread
N. Kansas Expressway
Springfield MO. 2:00 PM
417-761-2677

Hoosier Chapter Indiana

1st Sun. monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
317-418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun. monthly
903-572-9593

Metro Detroit Chapter Detroit, MI

1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
913-592-3571

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastchapter.com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
952-334-1653
northland-falcons.com

Raptor Chapter Princeton, IL

1st Sunday of each quarter
815-200-6348

Rainier Chapter Seattle, WA

Bi-monthly Jan–Nov.
University Burgermaster
3040 NE 45th St. 7.00 PM
rainierfalcons.com
206-290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

Sooner Falcons Oklahoma City

3rd Sat. monthly
405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

Southeast Chapter Georgia

1st Sun. monthly
770-887-6268

Space City Chapter Houston, TX

2nd Sat. monthly, 6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Third Coast Chapter Houston, TX

3rd Sat. even months,
5:30 PM
Valley Ranch BBQ
22548 SH 249
at Spring Cypress
281-467-4607

Virginia Falcons Richmond, VA

2nd Sun. even months
804-739-1615

Wheat State Chapter Wichita, KS

2nd Sat. even months
316-838-7487

Wild West Falcons Chapter Western Colorado

Meetings quarterly
Call Ted for details.
970-314-2498



Greg Allen's Sports Futura sets the mood in front of this serene California park. A total of 17,011 Sports Futura were made in 1962, less than four percent of the total Falcon production that year.



- Suspension
- Emblems
- Interior
- Upholstery
- Electrical
- Manuals
- AZ Rust-Free Body Parts
- Dennis Carpenter Rubber



James H. Dottling, Ltd. **FALCON CONNECTION**

1960-1965



"Over 100 years of sound, solid knowledge & technical information"

Information/Technical Assistance: 602-997-9285

Orders: 800-TTT-BIRD

Fax: 602-997-0624

www.thunderbirdconn.com

thunderbirdconn@aol.com

Official Licensed Product

Ford Motor Company